

CZOLGOSZ THE ASSASSIN WILL BE ELECTROCUTED

He Is Sentenced to Die During October--Stricken
With Terror He Collapses in Auburn
State Prison.

Assassin Czolgosz is beginning to show signs of weakening. When the death sentence was imposed upon him at Buffalo yesterday the cowardly anarchist tremblingly whispered that he alone was responsible for the awful crime for which he will be electrocuted during the week beginning October 23. When placed in irons preparatory to being taken from the courtroom, the murderer displayed unmistakable signs of fear. At night he was removed to the State Penitentiary at Auburn, where he will pay the death penalty in the electric chair.

BUFFALO, Sept. 28.—Leon F. Czolgosz, the assassin of President McKinley, was this afternoon sentenced to be electrocuted in Auburn State prison during the week beginning October 23, 1901. Before sentence was pronounced the assassin evinced a desire to speak, but he could not get his voice above a whisper, and his words were repeated to the court by his counsel.

"There was no one else but me," the prisoner said, in a whisper. "No one else told me to do it and no one paid me to do it. I was not told anything about the crime and I never thought anything about it until a couple of days before I committed the crime."

Czolgosz sat down. He was quite calm, but it was evident that his mind was flooded with thoughts of his own distress. His eyes were dilated, making them appear very bright. His cheeks were a trifle pale and his outstretched hand trembled. The guards put the handcuffs on his wrists. He looked at one of the officers. There

was an expression of the profoundest fear and helplessness in his eyes. He glanced about at the people who crowded the room in efforts to get a look at him. The prisoner's eyelids rose and fell tremulously and then he fixed his gaze upon the floor in front of him.

SAYS GOOD-BY WEAKLY.

At this point ex-Judge Titus came over to the prisoner and bade him good-by. Czolgosz replied very faintly, letting his eyes rest upon the man who had been his counsel.

"Good-by," he said, weakly. Czolgosz was then hurried downstairs and through the "tunnel of sobs" to the jail, where he will remain until removed to Auburn to pay the penalty for his crime.

Although the time announced for convening the court was 2 o'clock, every seat and every foot of standing room was occupied before 1 o'clock and scores were clamoring outside for admission. The doors were locked and no more were admitted to the room.

The prisoner was taken into the room at five minutes after 2. Five minutes later Justice White took his place upon the bench. As soon as Justice White assumed the bench, Crier Hess said:

"Pursuant to a recess, this Supreme Court is now open for the transaction of business."

BUFFALO, September 24.—Czolgosz' father, his brother, Waldeck, and his sister arrived here tonight from Cleveland, and went to the police headquarters. Later Superintendent Cusack announced that he would have the family undergo an examination. Prosecutor Penney said that he did not send for the prisoner's family and that he did not know of any reason why they should come except to see the assassin. They probably would be granted this permission before the sentence of death is announced. The police discredit the story that they came to Buffalo to make the murderer reveal the alleged plot to kill the President.

The father, brother and sister were put through a rigid examination tonight by Assistant District Attorney Haller in the presence of Assistant Superintendent Cusack and Detectives Geary and Solomon of the police department. For an hour and a half they were under a searching fire of questions, which resulted in the information that they knew nothing about the plot; that they came from Cleveland to vindicate their own name, and, if possible, to aid the authorities to secure from the prisoner some reasons for his crime. They will spend tonight at police headquarters, not as prisoners, but in hope that the authorities will permit them to see the prisoner tomorrow. They expressed no sympathy for his plight, and said their sole purpose was to clear themselves and aid the authorities, if possible.

ASSASSIN AND HIS RECORD.

District Attorney Penney said: "If your Honor please, I move sentence in the case of the people versus Leon F. Czolgosz. Stand up, Czolgosz."

Clerk Fisher swore the prisoner and his record was taken by the District Attorney, as follows: Age, 28 years; nativity,

(Continued on Page 3.)

NO THIRD CIRCUIT JUDGE PROBABLE

Washington, D. C., Sept. 27. Pacific Commercial Advertiser, Honolulu, via San Francisco, Per Nippon Maru.

Attorney General Knox talked with the President today about the additional judgeship for the First Judicial Circuit of Hawaii. Mr. Knox doubts the validity of the legislative act and will submit a written opinion to President Roosevelt.

Judge Humphreys has departed for home.

ERNEST G. WALKER.

ARTILLERY OFFICERS COMING HERE

WASHINGTON, Sept. 24.—Acting Adjutant General Ward has issued an order for the organization of the sixth and final increase of the artillery corps. This increase is 1,802 men and completes the maximum strength of the corps, 18,862. Lieut. Colonel Van Andrus as a result becomes colonel. Second Lieut. Thomas M. Jones, artillery corps, having reported arrival at San Francisco, is assigned to Sixty-seventh Company of coast artillery, and will proceed to join his company at Honolulu; First Lieut. Harry W. Newton, artillery corps, recently appointed, assigned to Sixty-seventh Company of coast artillery, and after temporary duty at Fort Snelling, Minn., will proceed to Honolulu; Second Lieut. Francis J. Rohr, artillery corps, having reported his arrival at San Francisco, will proceed to Camp McKinley, Hawaiian Territory, for regular duty.

Bullets Were Not Poisoned.

BUFFALO, Sept. 22.—The examination by chemists of the bullets, which caused the death of President McKinley, shows no trace of poison.

HAWAII'S CABLE IS TO COME IN SOON

The Rich Mackay Company Will Lay
the Local Line Within Nine
Months' Time.

ALBANY (N. Y.), Sept. 23.—The Commercial Pacific Cable Company, with a capital stock of \$100,000, was incorporated here today by the following men: John W. Mackay, Clarence H. Mackay, Edward C. Platt, Albert Beck, George G. Ward, Albert B. Chandler and William W. Cook.

Respecting the purposes and prospects of the new company, Mr. Mackay said today that the Commercial Pacific Cable Company had been organized for the purpose of laying a submarine cable from California to the Philippine Islands by way of Honolulu. The length of the cable will be about 8,500 miles, the part to be first laid being California to the Hawaiian Islands. This portion, Mr. Mackay expects, will be in operation within nine months. The time required for the laying of the remainder of the cable from the Hawaiian Islands to the Philippine Islands will depend upon how quickly the cable can be made, but Mr. Mackay believes the whole cable will be completed within two years from this date.

On August 23d Mr. Mackay made application to the United States Government for landing rights in California and the Hawaiian Islands and the Philippine Islands. The new company, Mr. Mackay announces, is willing to lay the cable on the same terms and conditions at San Francisco, Honolulu and Manila, so far as landing rights are concerned, as were imposed by the

United States Government on the cable lines which have been landed on the Atlantic coast of the United States. The new company does not ask any subsidy or any guaranty, which is Mr. Mackay's reason for believing there will be no trouble in agreeing with the Government on the terms and conditions upon which the cable will be landed.

The new cable, when it reaches the Philippines, will connect at that point with the present submarine cable running from the Philippines to Japan, and also the cable running from the Philippines to China. A direct cable route from Japan and China to the United States will be thus established. Mr. Mackay says that the present cable rates from the United States to the Philippines and to China and Japan will be reduced when the new cable is laid from thirty to sixty per cent.

WASHINGTON, Sept. 24.—President Roosevelt has ample power to grant the application of the Commercial Cable Company for permission to lay a cable which shall connect California, Hawaii and the Philippines.

This will be the opinion which the officials of the Department of Justice will render upon the papers of the Commercial Cable Company now before them. These papers were referred to the department by the Secretary of State. Many officials today say that there are strong precedents for Presidential approval of the Commercial Cable Company's application.

Before reading an opinion upon the application of the Commercial Cable Company the department is examining the laws to ascertain if there is any special legislation affecting Hawaii and the Philippines which will stop executive approval of the application.

COLUMBIA LEADS SHAMROCK IN UNFINISHED RACE

Captain Barr and His Yankee Crew
Outjockey the British
Yachtsmen.

NEW YORK, Sept. 26.—One of the biggest crowds that ever put to sea went down to Sandy Hook lightship today to witness Sir Thomas Lipton's second challenger, the Shamrock II, and the Columbia, which successfully defended the America's cup against his first trophy-hunter two years ago, struggle for the yachting supremacy of the world, in the first of the cup races of 1901. But the excursion fleet returned disappointed. The great single stickers went out this morning fresh for the battle, but the sea refused them a field of conflict. The wind, never more than nine and sometimes as low as three knots, was too light and shifty to carry the contestants over the thirty-mile course in the time allotted by the rules. At the end of five and a half hours, the prescribed time, the race was officially declared off and the yachts were towed back to their berths inside Sandy Hook.

When the gun aboard the committee boat was fired to call attention to the signal declaring the race off, the American yacht was still five miles from the finish line. The Shamrock was well astern of her, the experts estimating her distance behind the Columbia at over three-quarters of a mile.

COLUMBIA THE BETTER BOAT.

Americans have reason to congratulate themselves upon the result of the first trial. The yacht which carried J. P. Morgan's private signal, a black pennant with a yellow Maltese cross, to victory two years ago was headed but once in the twenty-five miles covered, and then the Englishman showed the way for only five minutes.

In windward work the Columbia beat the foreigner seven minutes and fifteen seconds to the outer mark, and increased her lead somewhat in the broad reach for home. While the test was unsatisfactory, the yachting sharps who have been skeptical up to this time as to the ability of the Columbia to successfully defend the cup are more confident tonight that it will remain on this side of the Atlantic yet a while longer. Certainly the Columbia's superiority in light airs appears to have been demonstrated today. The Shamrock II did not, in fact, make as good showing as did Lipton's first challenger

in the half dozen flukes that preceded the actual races two years ago. What the Shamrock may be able to do in heavy weather is, of course, problematical, but the Columbia has been tried and all her admirers insist that she is distinctly a heavy weather boat.

Two years ago Sir Thomas' prayer was for wind, but when he got a smashing twenty-five knot gale in the last race the Columbia's victory was even more decisive than in the first. Since then the Columbia's ability in heavy weather has been proven again and again. The harder it blows the faster she goes and the better she behaves. It is not strange, therefore, that the patriotic skippers and spectators who went down to Sandy Hook this morning with misgivings returned tonight reassured and strongly disposed to wager that the pretty wreath of the shamrock and white heather from the oldest yacht club in the world, which Sir Thomas is treasuring in the cabin of his champion, will prove no mascot after all.

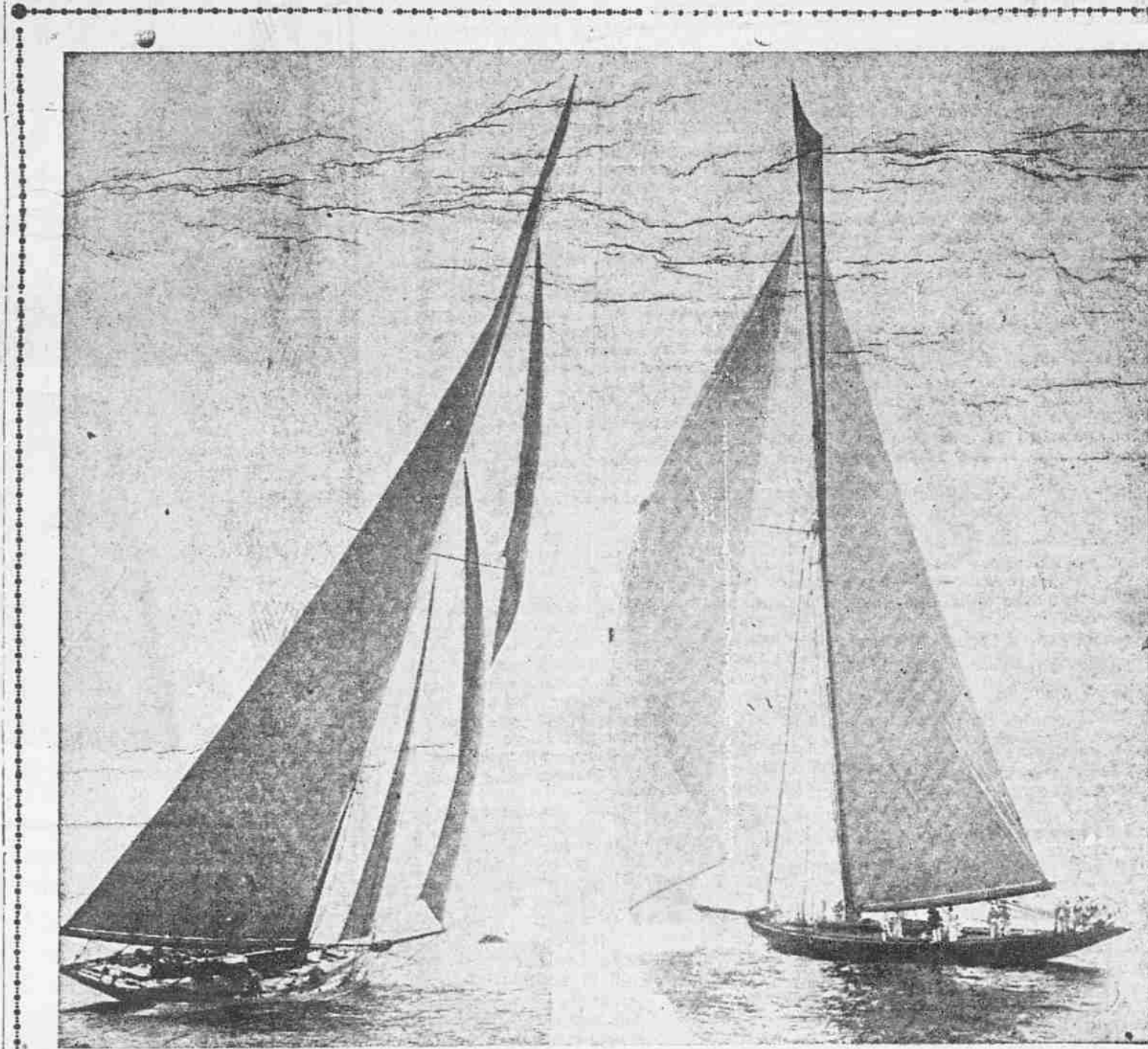
GREAT MARINE PROCESSION.

The day had promised well at first. A strong northeast wind had been blowing for two days and the weather prophets had offered assurance that it would hold. It had piled up what the sailors call a nasty lump sea outside and before the race began was whipping the foam off the crests of the waves. A heavy haze which hung over the bay had blown away the bright sunlight which gilded the crinkling water into glory.

The procession that sailed out of New York harbor anticipated a fine day's sport. So numerous were the various kinds of craft that they seemed to fill the broad expanse of ocean between the Long Island and Jersey shores as with a countless fleet. They included palatial steam yachts, steamers and excursion boats filled tier above tier with people, snub-nosed tugs, picnic barges and numerous other craft.

Conspicuous among the yachts were J. P. Morgan's Corsair, F. W. Vanderbilt's Conqueror, Cornelius Vanderbilt's Mirage, Howard Gould's Niagara, John Belmont's Nourmahal and August Belmont's Stout, each flying the New York Yacht Club's pennant.

The big racers had already been towed out and when the fleet arrived the polished bronze hull of the Shamrock, gleaming and glistening in the brilliant sun, made her look like a craft of



COLUMBIA.

SHAMROCK II.

Skipper's Talk.

NEW YORK, Sept. 26.—The captains of the competing yachts are chary of criticizing their rivals. Captain Barr says: "It was not a fair test of the boats. I was so busy on the Columbia that I could not criticize the Shamrock. The erratic wind was the chief difficulty. Did I learn anything new about the Columbia? We already knew all about her."

Captain Sycamore of the Shamrock II said: "The boats did not have a fair trial on account of the fluky wind. Of course I kept my eyes open to estimate the capabilities of the rivals, but I am not prepared to make any statement as to their comparative merits."

to warm the cockles of those who saw it. He got into the windward berth

and try as the Englishman would he could not shake him off. As the red ball which marked the warning signal was hoisted ten minutes later the English skipper, in despair, put up his tiller, crossed the line and tacked about the lightship, but the Columbia hung to him as if one tiller were answering for both and when they again raced for the line it was like two thoroughbred horses neck and neck. But Barr was still to windward. The fascinating game the two skippers were fighting was so intense that both miscalculated the time and crossed the line thirty seconds before the starting gun was fired. They were recalled. Coming up again they fled away across the line, both on the starboard tack, but Columbia half a length in the lead and a length to windward. Both carried the same sails, main, club topsail, stay, jib and baby jib. The sight made the pulses of the

Lipton Enthusiasts
Experience a
Shock.

LONDON, Sept. 26.—The hope that springs eternal certainly reigned supreme in London today. From the frequent repetition of optimistic forecasts everybody has come to regard it as a foregone conclusion that the Shamrock II will romp in ahead of its rival. Preparations for the reception of the news was seriously handicapped, owing to police regulations. In order to prevent crowds on sidewalks, a new police order forbade a display of bulletins in newspaper office windows, or an exhibition of a stereopticon, such as was made on the Thames embankment race.

One paper arranged to send up balloons at the Crystal and Alexandria palaces, with green and red light, signifying the Shamrock and the Columbia. When the first bulletins gave notice that the Columbia, though handicapped at the start, quickly overtook the challenger, interest suffered a severe shock.

This however, speedily gave place to confidence on a few of the next bulletins announcing that the Shamrock was breasting ahead. Women as well as men wagered on the result, patriotism displacing judgment, as was shown by the number of bets in favor of the Shamrock II, even when bulletins announced the Columbia to be ahead. At the Temple Yacht Club Association at the Cecil Hotel a large attendance awaited the bulletins, and various subterfuges were resorted to by the press. Meanwhile hotel guests, seeing the rivalry of the press bulletins, grew as much interested as in the result of the race itself. The real excitement became evident as the last hour arrived with the boats still ten miles to go. For once the phlegmatic Englishmen who apostrophized the former drifting matches in uncomplimentary terms openly expressed a wish that the wind would die out, making it "no race."

"Lipton simply must win this time," said an enthusiast, "otherwise there will be no more races." The only consolation was that the time limit prevented the Columbia from scoring the first trick, but none the less the hope of the Shamrock II's adherents hovered around zero mark when the first day's race was declared to be another fizzle.

(Continued on Page 2.)